



THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

FlightSafety Teams-Up With CAP

With help from Mr. Bruce Whitman, President of FlightSafety International and a member of Civil Air Patrol's Board of Governors, a mutually beneficial partnership has developed between our organizations. FlightSafety has developed a Crew Resource Management (CRM) course, custom-tailored for CAP. The first class will be offered at FlightSafety's Vero Beach, FL, campus from 24-26 Jan 05.

The goal is to send 8-10 pilot members to this course that can bring the information back to the region and be effective at "training the trainer". Region commanders have been asked to provide the name of at least one volunteer that would like to attend this course. Although the cost of the course and campus billeting will be complimentary from FlightSafety, each volunteer student will be responsible for all other expenses; transportation, food, etc. General aviation aircraft can land at Vero Beach (VRB), but the closest commercial airport is Melbourne International (MLB), which is approximately 35 miles north-west. This is a great opportunity for members to obtain professional, CAP-specific CRM training. As this partnership develops, expect more of these training opportunities.

Speaking of CRM

Washington Wing recently had an aircraft incident that emphasizes the need for our pilots to develop effective crew interaction and habits. The Cessna Turbo 206 had just returned from a search mission and the copilot, a 240 hour Private Pilot, taxied toward the fuel pump to refuel. As the aircraft approached the fueling area, the pilots had noticed a tug approaching, but as it maneuvered, they lost track of it. The engine

was left running to cool the turbo and the crew began working on the paperwork. The pilot in command, an ATP with over 18,000 flight hours, commented to the copilot that it might have been a better idea to approach the pump from the opposite direction so that the prevailing wind could facilitate the cool-down process. In response to this suggestion, the copilot added power to reposition the aircraft. The pilot, sensing danger, pulled the throttle back and tried to apply brakes. It was, however, too late to prevent the prop from striking the tug that had circled around the aircraft and had parked in front of the running engine. Fortunately, no one was injured. Damage to the aircraft prop and engine is estimated at over \$25,000. The FBO's tug was also damaged.

So, why did this happen? Have you ever heard the expression, **"Fly the aircraft until all the pieces stop moving"**? This old adage works during routine operations, as well as during emergencies. Part of "flying the aircraft" involves scanning outside anytime the engine is running. Paperwork should be last on the checklist - after the aircraft is parked and secured!

Two other habits learned in military crew aircraft that can save you from embarrassing situations are:

- **Announce your intentions** - Let other crew-members know what you are about to do. This can mean climbs, descents, turns, engine shut-downs, etc. If you have a healthy CRM environment on your aircraft, someone may tell you that you're about to make a mistake. The good thing is that you can re-think your course of action before you make the mistake.
- **Verbalize "clear left" / "clear right"**. The Air Force has large aircraft with large wingspans, yet it's rare that they "ding" a wingtip. This is because pilots of crew aircraft are taught from



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day one to look out their windows, ensure there are no obstructions ahead or on their side and announce over the intercom - "clear right" or "clear left". This technique is used before the aircraft taxis, before turns (on the ground and in the air), before crossing a runway or entering a runway for takeoff and especially when taxiing the aircraft in reduced-clearance situations. This technique also works great while driving - (my wife has even picked-up the habit). Please give these CRM techniques some consideration. They can save you embarrassment and maybe even your life!

Defensive Holiday Driving

More than 41,000 people lose their lives in motor vehicle crashes each year and over two million more suffer disabling injuries, according to the National Safety Council. The triple threat of high speeds, impaired or careless driving and not using occupant restraints threatens every driver, regardless of how careful or how skilled.

Driving defensively means not only taking responsibility for yourself and your actions but also keeping an eye on "the other guy." The National Safety Council suggests the following guidelines to help reduce your risks on the road:

- Don't start the engine without securing each passenger in the car. Safety belts save thousands of lives each year!
- Remember that driving too fast or too slow can increase the likelihood of collisions.
- If you plan to drink, designate a driver who won't drink. Alcohol is a factor in almost half of all fatal motor vehicle crashes.
- With a blood alcohol level of 0.10, the legal limit for drunk drivers in most states, drivers are 12 times as likely to be in an accident as non-drinking drivers.
- At a level of 0.15, they are 380 times more likely to be in an accident!
- At half the legal limit, 0.05, drinking drivers are still twice as likely to be involved in a collision.
- Similar odds face drivers on drugs, including prescription drugs and even over-the-counter medications. In short, an impaired driver, even slightly impaired, is a bad driver.



- Be alert! If you notice that a car is straddling the center line, weaving, making wide turns, stopping abruptly or responding slowly to traffic signals, the driver may be impaired.
- Notify the police immediately after seeing a motorist who is driving suspiciously.
- Don't contest the "right of way" or try to race another car during a merge. Be respectful.
- Be cautious, aware and responsible.

Holiday Fire Safety

Did you know that a quarter of all home fires occur in December and January? Holiday decorations can end in tragedy if guidelines are not observed. The following tips will help keep you safe this holiday season: First, choose a freshly cut tree. If you're buying from a tree lot, tap the trunk on the ground and watch the needles. If they fall off, look for a more recently cut tree. Before setting up your tree, make a fresh cut above the original cut to allow the tree to draw water more readily. Keep the trunk immersed and select a location away from heat sources to slow the drying process. Never place your tree near the fireplace. If your tree begins to lose an excessive amount of needles, remove it immediately. Only use UL-Approved electrical equipment and take care not to exceed their ratings. Don't leave Christmas lights or candles unattended. Candles are especially hazardous if surrounded by pine cones and ribbon. Keep flammables away from candles and use heavy, tip resistant, glass or metal candleholders.

This is also a good time to clean, test and replace the batteries in your smoke and carbon monoxide alarms. Sixty percent of house-fire fatalities occur in homes with missing or disabled smoke alarms. **Make the extra effort to be safe and you'll put the odds of having a joyous holiday in your favor.**

Other Safety Meeting Topics

- **Vehicle/Animal Collisions:**
http://www.iihs.org/news_releases/2004/pr111804.htm
- **Avian Hazard Advisory System:**
<http://www.usahas.com/>
- **TSA Flight Training Security Rule:**
<http://www.aopa.org/whatsnew/regulatory/regtsa.html>
- **Safe Winter Driving:**
<http://www.syracuse.com/weather/snow/stories/driving.html>